

Official magazine of the Military Surface Deployment and Distribution Command

# TRANSLOG

WINTER 2006



***Surface Warriors - LET'S ROLL!***



The Distribution Magazine  
of the U.S. Army

Winter 2006

Military Surface Deployment and  
Distribution Command

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Ceremonial cannons are fired at the 597th Change of Command ceremony marking the transition from one commander to the next. (Photo by Jim Pleasents)

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*See story pg. 25*



# Commander's Corner



By Maj. Gen. Charles W. Fletcher, Jr.  
Commander, SDDC

**I**n the coming weeks, SDDC will start executing the second largest logistics movement in the history of our country since World War II. For the most part, this massive movement will go almost unnoticed. At the same time, it will be a tribute to everyone in the command because you're doing your job so well that a lot of people won't realize we're doing it.

I witnessed a good example of this last November while visiting our Soldiers and civilians serving in Southwest Asia, including Pakistan.

On October 8, 2005, Pakistan experienced a devastating 7.6 magnitude earthquake displacing about 3.5 million people, injuring about 1.2 million and sadly killing more than 80,000. As a result of this natural disaster, survivors were faced with a life or death situation due to lack of food and water. Their homes and offices – especially in remote and high eleva-

tions – were uninhabitable due to the initial earthquake and hundreds of aftershocks. Complicating matters, the harsh winter weather would soon add to the list of challenges survivors were facing.

On the following day the devastated region experienced the first arrival of what would become 24 nations responding to survivor needs with rescue and medical teams and supplies.

That's where SDDC came in.

The old adage of being in the right place at the right time couldn't have held more truth than in this case. For us, it was capabilities we had developed in Pakistan supporting OEF which we could immediately redirect to support humanitarian relief efforts. The U.S. Central Command, Army, Navy and DLA worked to get supplies to the country. We had the capability in place to receive cargo at the Port of Karachi and move it through Pakistan to areas where it was needed.

In two days we turned an existing structure that had been supporting 20,000 American Soldiers in Afghanistan to support more than 3.5 million Pakistanis affected by the earthquake – and we did it successfully! As a direct result of SDDC, thousands of lives were saved each day and, with the exception of those on the ground, they probably didn't really understand how we did it.

The U.S. Army pilots flying the relief helicopters only knew the food and vital materiel for the villagers was always there for pick-up. Few, if any of them, knew how the cargo got there.

Even the Pakistani military was amazed at our ability to generate

capabilities in their own country and get humanitarian supplies where they were needed. The commercial shipping contracts we used to transport cargo were already in place. Instead of taking supplies to Afghanistan, we simply rerouted humanitarian supplies north through Pakistan. A combination of our commercial partners' capabilities and our ability to leverage those over time gave us a robust capability in Pakistan. Even though people needing supplies were in the remotest areas of Pakistan, we were able to get there literally in a matter of days starting at the Port of Karachi. Our contractor moved supplies by truck to the assembly area where they were airlifted by U.S. Army helicopters and delivered to the last tactical mile in Pakistan. From there, supplies were loaded onto mules through the rocky terrain and distributed to the people.

Contrasting the way we normally carry out air operations, our helicopters sported an American flag on their side letting the Pakistanis know who we were.

Because of the efforts by everyone in SDDC, a contractual process was already in place in a country where we could rapidly respond when needed. And when asked to do it, we simply did. There was no infighting. We did it and the operation went so well that no one realized we were there.

What I see strikes me all around the command – people take great pride and work very hard in what they do. But people don't get a lot of recognition for their efforts so they find their rewards in the satisfaction of the tasks they perform knowing what they do is important. I think this talks to the professionalism

and quality of people we have across the command.

### **The Future**

There is a demonstrated capability by our operations, particularly in Pakistan, to leverage commercial capabilities in a responsive support with a minimal military footprint.

We're doing this in support of OIF and OEF, other military forces, and humanitarian operations. This is the future! We will only move in the required amount of military forces when the commercial capability is either nonexistent or non-responsive. In the end, it costs us less money, less structure, and gets the Soldiers back to performing functions that only they can do.

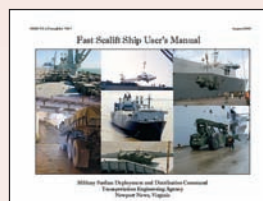
In Operation Desert Storm, we had thousands of Soldiers staying on for more than a year in retrograding all materiel back to CONUS. A similar retrograde today would require only about 10 percent of those military forces and a significantly larger amount of SDDC involvement leveraging our commercial partners.

How do we bring this current capability into the notion of warfighting as a part of the joint force of the future? We can do it, but the same anonymity that we have grown used to in our normal operations. The challenge is to get our supported commands to understand what we can do and when we can be called to bring our capability to the appropriate place. We are not the answer to every requirement, but we are an answer. And when we are the answer, there's no answer better than us.

Thank you all for the dedicated and selfless work you do! 🇺🇸

## **New, updated TEA pamphlets improve field guidance for transporters**

**T**he Military Surface Deployment and Distribution Command Transportation Engineering Agency (SDDCTEA) has supported the deployment community with field guidance pamphlets for many years. TEA continuously updates these pamphlets and occasionally publishes new pamphlets as necessary.



The **“Fast Sealift Ship User’s Manual”**, TEA Pamphlet 700-7, dated August 2005, is a new pamphlet designed to aid marine cargo specialists, vessel stowplanners, and anyone involved with planning, loading, or stowing cargo on a fast sealift ship. It provides detailed descriptions of ship’s capabilities, configurations, and cargo gear. This information was compiled from cargo load-out manuals, operations manuals, and data collected during ship surveys and actual loading operations.



The **“Lifting and Lashing Handbook for Marine Movements”**, TEA Pamphlet 55-22, Third Edition, dated August 2005, was updated to include Army equipment that has been acquired since the Second Edition and MIL-DTL-32108, which provides guidance on the use of spreader bars to lift older military vehicles and large equipment. This publication provides users with the proper lifting and lashing methods for loading and securing general and military equipment aboard marine vessels.

These pamphlets, along with other TEA publications, can be accessed or ordered free of charge from the TEA website at [www.tea.army.mil](http://www.tea.army.mil). 🇺🇸





**Members of the 831st and crew of the SS Northern Lights Oct. 17 in the port of Karachi – only the second U.S. Navy ship to come to the port in 12 years. From left to right: SDDC's 831st Transportation Battalion members Maj. Scott Sadler, Lt. Col. Mike Sayers, Mark Bigelow, and Krissy Zimmerman; four crewmembers of the SS Northern Lights, and (far right) Sgt. 1st Class John Burton, 1185th Transportation Terminal Brigade.**

## Strategic position allows for swift SDDC response to Pakistan earthquake crisis

*Story and photos contributed by Maj. Scott Sadler and Jack Scogin  
831st Transportation Battalion*

**O**n the morning of Oct. 8, a 7.6 magnitude earthquake struck in the heart of the Pakistan-held Kashmir territory. While the resulting crisis from this natural disaster could not be predicted, it was obvious from the beginning that the United States would provide as much support to the Pakistan government as requested.

The U.S. Central Command's (USCENTCOM) role in the relief efforts has been well documented,

and the Military Surface Deployment and Distribution Command (SDDC) played an integral role in providing deployment and distribution support to relief operations.

The placement of SDDC personnel throughout the Middle East could not have been more helpful to assist in the relief operations.

"We had the right folks, in the right places, at the right time," said Lt. Col. Mike Sayers, commander, 831st Transportation Battalion.

Due to the nature of current contingency operations within Southwest Asia, Sayers' Bahrain-based battalion had established presence in key locations in Afghanistan, Pakistan, the United Arab Emirates and Qatar.

As relief efforts commenced, the 831st had personnel in each location where planning and subsequent execution would take place.

Three days after the earthquake struck, Maj. Scott Sadler, 831st

support operations officer, was visiting Capt. Jozef Szymczyk, commander of SDDC's Qatar Detachment, when Maj. Gen. Brian Geehan, the USCENTCOM J4, summoned Sadler to their Camp As Layliyah war room to discuss ways to move cargo into Pakistan.

Meanwhile, Sayers and Mark Bigelow, marine cargo specialist for the 831st, were in Karachi, Pakistan wrapping up a bi-monthly commercial carriers conference. To their north, Jack Scogin, transportation planner and liaison officer for the 831st, had recently assumed the liaison officer position in Islamabad at the request of the U.S. Embassy. In the United Arab Emirates, Deployment Support Team Commander, Capt. Shawn McCray had recently established a Joint Distribution Hub at the Port of Fujairah.

Back in Qatar, Sadler joined the USCENTCOM J4 staff to work mission analysis of surface deployment and onward movement of U.S. Army and Navy engineer equipment and expected humanitarian cargo shipments to the quake-affected areas. Once cargo was identified and movement directed to Pakistan, Sadler departed Qatar and headed for Karachi. He was joined by Krissy Zimmerman, marine cargo specialist for the 831st.

They arrived on Oct. 15 and were met by Sayers and Bigelow. The team established a Joint Task Force-Port Opening operation to manage the reception, staging, and onward movement of cargo from Karachi to an intermediate staging base in Islamabad. They were later joined by Larry Josey, senior marine cargo specialist for the 831st, who was return-

ing from another mission in Oman.

Elsewhere in Fujairah, McCray and his six-member team were preparing to receive Bright Star cargo from the *USNS Brittin* that was redeploying back to the United States when the ship was diverted to the Persian Gulf to deliver Army Reserve component engineer equipment. This cargo would later trans-ship to the *USS Pearl Harbor*.



**Sgt. 1st Class John Burton, 1185th Transportation Terminal Brigade, drives the first bulldozer off the *SS Northern Lights* for the earthquake relief effort at Karachi Port Trust on Oct. 17.**

Meanwhile, at the Port of Ash Shuaiba, Kuwait, soldiers from the 595th Transportation Terminal Group were loading Army engineer assets aboard the *SS Northern Lights*. In Bahrain, members of the 831st staff, Maj. Ameer Micko, executive officer, and Capt. Chris Robertson, operations officer, were working with Naval Forces Central Command (NAVCENT) sailors and embarked marine personnel as they loaded naval amphibious ships at the Port of Mina Salman. These naval vessels would deliver additional engineer assets and donated humanitarian assistance cargo in an unprecedented relief mission to Pakistan.

From Oct. 17-29, a total of five vessels docked at terminals in Karachi. The coordination required with the U.S. Consulate Karachi, NAVCENT, Pakistan military, and commercial carriers were more than enough to keep the team busy (124 pieces have been imported to date).

The first vessel on the scene, the *SS Northern Lights*, arrived from Kuwait on Oct. 17 to discharge Army engineer assets.

Onboard the vessel was Sgt. 1st Class John Burton, military stevedore for the 1185th Transportation Terminal Brigade. Burton, a former Army engineer, was able to drive the bulldozers, trucks and other engineer equipment off the vessel, while Zimmerman, Bigelow and the vessel crew unlashed the equipment.

The next vessels to arrive in Karachi were the Navy's *USS Pearl Harbor* and *USS Cleveland*. Both vessels received much

press coverage in the local media and were visited by Mary Witt, U.S. Consul General. While both of the naval vessels were discharged by their respective crewmembers, Zimmerman, a former Navy cargo operations officer, provided valuable assistance in coordinating pier side support. She also assisted the Consul General by arranging a vessel tour for local Pakistani school children and members of the media. The *USS Pearl Harbor* returned a second time carrying over 140 tons of food, blankets and tents donated by Pakistani ex-patriots living abroad in the United

*See "EARTHQUAKE" pg. 21*



# 598th Transportation Group recognizes 60 years of continued port support in northern Europe

Story and photos by Bram de Jong, Command Affairs Officer  
598th Transportation Group

**M**ore than 120 military and civilian port-related dignitaries from Belgium, Germany, The Netherlands and the United States attended the 598th Transportation Group reception at the Van Ghentkazerne in Rotterdam, The Netherlands.

This reception, with the motto “Sixty Years Continued Support,” was hosted by the 598th Commander, Col. Gary R. Stanley. The reception was initiated to recognize the City Authorities of the Ports of Bremerhaven, Nordenham, Rotterdam, Antwerp and Mannheim for their continued support to the 598th Trans Gp over the past 60 years.

Before presenting 598th Trans Gp mementos to the mayors or representatives of these four ports, Stanley opened with remarks.

“The 598th Transportation Group’s daily mission to plan and conduct water port and surface distribution operations has always been successful, thanks to the Host Nation Support,” he said.

“In 60 years we have seen a transformation of Europe, a transformation of our world and a transformation in the way in which forces, equipment, supplies and commercial goods are distributed around the globe. The 598th Transportation Group, in partnership with everyone here today, has led that transformation in both the military and commercial sectors and today we both, in our own way, serve as the model for the future.”

“The U.S. Department of the Army established the first Army Transportation unit in Bremerhaven,



**(Left to right) Col. Eric Blommestijn, commander of the Royal Netherlands Marine Corps (RNLMC); Lt. Col. Wichelo, chief of staff of the RNLMC and Sgt. Adjutant Deira, the senior noncommissioned officer in charge, welcome the reception VIPs with an Excellent Marine Salute.**

Germany, the gateway for forces, equipment and supplies, in 1945 as Europe began the process of rebuilding and transforming in the wake of the events of the Second World War. Although the headquarters for this transportation unit has since relocated to Rotterdam, The Netherlands, the German town of Bremerhaven has in fact provided invaluable, uninterrupted service to NATO and to the U.S. armed forces for 60 years. Bremerhaven, along with her sister facilities in the City of Nordenham, located on the other side of the Weser River, continue to be the primary ports in Northern Europe supporting the movement of ammunition, Privately Owned Vehicles (POVs) and select units in the region.

“The other primary ports today, Antwerp, Rotterdam and Mannheim have been used almost

continuously since they were liberated in 1944 and 1945. As our ability to project and sustain forces grew in importance, and we began to rely more heavily on commercial facilities, our role in these ports expanded exponentially. Based on their increased role, given the volumes of material involved in sustaining NATO efforts in the Cold War and preparing for any and all contingencies, the U.S. Army established a permanent presence in Rotterdam and Mannheim in 1957. Antwerp, although up until now supported by our permanent organization here in the Netherlands, has and continues to play an important, vital role in the distribution of NATO and U.S. forces cargo.”

Today, Europe, America and in fact the world as a whole, are all far different places than the ones which existed when we began this



journey together back in 1945. In 1989 the wall in Berlin fell and in concert with the impact of globalization and connectivity the worlds we operate in have changed as well. "I am not going to discuss the politics or debate the merits of the many deployments we and our NATO partners have engaged in around the globe since 1989, but I would like to say that we have transformed how Soldiers, equipment and supplies are deployed and sustained around the globe each and every day. Our partnerships with NATO and commercial industry have changed how we operate and how we view the world. Side-by-side we have seen an industry transform and the capability of the West to deploy and sustain forces around the globe are now central to any strategy dealing with global security and disaster response," said Stanley.

"The reason we have invited the city authorities today is because although we have on many occasions recognized the efforts of the port authorities, host nation military, contractors, security officials, and our commercial carriers we have not, as far as I can determine, ever officially thanked our gracious hosts before today. So, in an attempt to start a new trend after 60 memorable and successful years here in Europe, we would like to present 598th Transportation Group plaques for outstanding support to the mayors and representatives of our primary port cities of Bremerhaven, Rotterdam, Antwerp and Mannheim," he continued.

Stanley specially recognized the mayor of Capelle aan den IJssel, the Honorable Joke van Doorne, and some of the direct neighbors at the Lylantse Plein where we've resided for the last several years. He thanked the Capelle mayor, the local Police, Marechaussee and the Netherlands Military for their efforts in providing the 598th and their families a secure

environment to live and work in. "I would also be remiss if I did not thank all of our neighbors who have been so gracious in allowing us to provide a safer environment despite the inconveniences it has caused them."

The Royal Dutch Marine Corps Van Ghentkazerne in Rotterdam has been chosen as the location for the reception because this will be the new location of the 598th Transportation Group in the near future. Stanley addressed the Royal Netherlands' Marine Corps Van Ghentkazerne commander, Col. Eric Blommesteijn, as our 'soon to be neighbors.'

"The Dutch Marines have been very gracious and supportive as we went through our own lengthy political process to secure permis-

sions to move to Van Ghentkazerne and also to secure the funding necessary to make this a reality. I am happy to announce today that we recently received the full support of our U.S. Secretary of the Army for this move to the Van Ghentkazerne," concluded Stanley.

After praising the support of his own workforce and presenting the mementos to the mayors and representatives of the four major ports he turned over the podium to his deputy, Lt. Col. Stacy L. Ruble. Ruble provided a 30-minute slide show, which provided a walking tour through the past 60 years of our command's presence here in Europe. The slides demonstrated how much we have changed, both as an industry and a military discipline, and also as a world. 🌐



**Col. Gary Stanley, commander of the 598th Transportation group and host of the *Sixty Years Continued Support* reception, praised the cities of Bremerhaven, Nordenham, Rotterdam, Antwerp and Mannheim for their continued support since the end of WWII. Master Sgt. Karen Logan assisted during the presentations to the mayors and representatives of each city.**

## Operation Bright Star 2005

# 839th Transportation Battalion excels in Egypt

*Story and photos by Martin Weteling, Command Affairs Specialist  
598th Transportation Group*

**A**nother hot and humid day at the Southern Mediterranean coast where the SDDC's 839th Transportation Battalion is working the deployment and redeployment of forces during Operation Bright Star 2005.

The location is the port of Dikheila, on the northern coast of Egypt, where U.S. and multinational forces arrive and depart from this bi-annual exercise.

For the 839th Transportation Battalion out of Livorno, Italy, it is just another mission they will make a success.

Preparation for this mission began well before the actual start of Operation Bright Star, before any cargo could be discharged in the port, to include command and control nodes.

This would be the first time the battalion deployed with the Mobile Port Operations Center (MPOC), a state-of-the-art mobile command center deployed by commercial vessel providing secure and non-secure email, voice communications, automated transportation cargo documentation systems and even Armed Forces Network television!

Once the port was fully operational the ships pulled in and cargo began rolling.

Team members, both military and civilian, of the 839th Transportation Battalion, from the United States, Italy, Turkey, Greece and The Netherlands, kept things moving around the clock to ensure vessels were discharged and cargo cleared the port on time so the coal-

**Cargo enters the Port of Dikheila, Egypt, for redeployment from Operation Bright Star 2005.**



tion force could meet its maneuver timelines.

The mission involved discharging some 2,500 pieces of cargo from five ships for the deployment and later redeploying the same cargo back on four vessels.

All units taking part in the Bright Star exercise have their rolling stock as well as their unit containers shipped through the port of Dikheila.

The 11th Transportation Battalion Unit Movement NCO, Staff Sgt. Donette Felle out of Ft. Story, VA, participated in her first Bright Star and this operation was not at all what she had expected. "I had expected it to be more chaotic, but it turned out to be a pretty well-directed move. We are impressed with the work the 839th does here in the port of Dikheila, Egypt."

Making sure this happens lies in the hands of Sullivan's team. Directing port operations is what the 839th Transportation Battalion, led by Lt. Col. Gene Sullivan, does best. In addition to deployment, they also assure the redeployment of all this material is executed in a safe, secure and timely manner.

"We ensure all cargo arriving and departing the port is accurately documented," says Michael Pittas, documentation specialist for the 839th Transportation Battalion's Greece Detachment.

"There are lots of challenges in the redeployment. There are all kinds of last minute changes that we need to implement," he said.

"Redeployment is indeed a big challenge; vessels that arrived from a single point suddenly, as a result of changing missions, return to multi-stop destinations. For just one vessel, cargo for the Jordanian Army, U.S. Air Force Central Command (CENTAF), and U.S. Army Central Command (ARCENT) cargo, were all planned to be loaded on the same vessel for different destinations.

Vessels redeploying cargo from this exercise would be required to stop in Jordan, Oman and then Kuwait, as well as two seaports of debarkation in the United States," said Patrizia de Sanctis, 839th Transportation Battalion Documentation Specialist.

Patrizia Santis from Italy, along with Mehmet Akyldiz from





(Left photo) Tracey Stam, information manager with the 598th Transportation Group, tests a radio frequency identification tag reader in the African heat during Operation Bright Star 2005 at the Port of Dikheila, Egypt.

Turkey and Michael Pittas from Greece, formed the nucleus of the day shift documentation team.

A few doors down the hall from the day shift documentation team, the contracting and port operations offices are co-located. From this office the four-million dollar port operation is executed while the budget is closely monitored.

Ralph Alpers, contract officer from the 598th Transportation Terminal Group, Capelle aan den IJssel, The Netherlands, said, "We carefully watch over everything that is done here. We do our best to guard the projected budget without compromising the operation.

"The challenge for us in Egypt during Operation Bright Star is to purchase the required appropriate items through the right channels. We can fulfill almost any authorized request some way or another but it has taken time to figure out how best to do business in Egypt."

"We always look a little further then the first option available," said René de Wit, budget analyst with the 839th Transportation Battalion's higher headquarters, the 598th Transportation Terminal Group out of The Netherlands.

*See "BRIGHT STAR" pg. 32*

(Below - Left to right) Lt. Col. Gene Sullivan, commander of the 839th Transportation Battalion; Chris Cole, 839th Transportation Battalion; Rene de Wit, resource manager with the 598th Transportation Group; and Sali Kuzu with the Transportation Battalion Turkey Detachment, discuss operations while working the port.



# SDDC's Annual Training Symposium focuses on future

*By Michelle Cain, Command Affairs Specialist  
SDDC Headquarters Alexandria*

**T**he 2006 Military Surface Deployment and Distribution Command Training Symposium will be held at the breathtaking Gaylord Opryland Resort and Convention Center in Nashville, Tenn., May 1-4, 2006.

Maj. Gen. Charles W. Fletcher, Jr., SDDC Commanding General, will host the event.

This year's theme is "Defense Logistics and Distribution - Focus on the Future." The theme focuses on the many results of distribution and logistical changes made since Operation Iraqi Freedom began, as well as upcoming initiatives within the next 12 months that will shape the way we do business both in the United States as well as abroad.

"Our symposium brings DoD transporters and industry partners together to discuss current trends and policy procedures," said Jeanie Winslow, symposium director.

On-line registration for the conference has begun at [www.sddcsymposium.org](http://www.sddcsymposium.org). Winslow predicts this year's attendance will be the highest yet.

"This year's theme of 'Defense Logistics and Distribution - Focus on the Future' provides us the opportunity to network and share future initiatives among the transportation community, both DoD and industry," said Winslow.



**The Quality Awards and Shipper Performance Awards presentation is a highlight of the symposium.**  
*(Photo by Jeanie Bell Winslow)*

Two general sessions and 14 breakout sessions are on the agenda this year, and more than 100 government and industry exhibitors are expected. Trish Young, SDDC Deputy to the Commander, will moderate a general session panel on "Industry Initiatives" on May 2.


"Changing to Meet the Challenge," led by Col. (P) Jim Hodge, SDDC Deputy Commanding General, will highlight initiatives that address unique logistical challenges confronted by DoD everyday.

The symposium will also include a number of special presentations:

Motivational speaker Giovanni Livera is a celebrator of human spirit and potential – a creator of meaningful experiences who transforms companies and peoples' lives through the understanding that anything is possible. He will speak May 3.

A highlight of the event will take place May 3, at 7:00 p.m., when Quality Awards and Shipper Performance Awards are presented to award recipients.

Symposium attendees should make reservations early because of the event's expected heavy participation, said Winslow.

Information on the agenda or registration can be found on the web at [www.sddcsymposium.org](http://www.sddcsymposium.org). 



**Defense Logistics  
and Distribution  
Focus on the Future**





# New Project Management Office supports Families First program

**T**he Military Surface Deployment and Distribution Command (SDDC) is pleased to announce the establishment of the Defense Personal Property System (DPS) Project Management Office (PMO). The primary responsibilities of the DPS PMO are to provide an efficient oversight process for the development and delivery of DPS, ensure a timely rollout of a high-quality system and educate stakeholders about this new system.

DPS will be the one system, one standard, worldwide web-based solution that will support Families First, the future Department of Defense Personal Property Program. The development of a broad-based, enterprise-wide system such as DPS represents a magnitude of complexity that has never before been attempted by DoD in the personal property arena.

As part of the “strategic pause” announced in November 2005, SDDC held a Non-Advocate Review (NAR) to discuss ways to maximize the effectiveness of Families First and DPS development. SDDC is implementing recommendations of the NAR, such as establishing a clear management structure, (i.e. the new DPS PMO) implementing a structured review process, and performing iterative stress testing on development and production environments. Third party reviews including a source code review and an architectural design review have already taken place.

With the establishment of the DPS PMO, U.S. Transportation Command and SDDC Senior Leadership have renewed their commitment to keep stakeholders updated on the progress of DPS develop-



ment at all levels. In December, SDDC provided program status briefings to both the House Armed Services Committee and Senate Armed Services Committee. The General Officer Steering Committee receives updates at frequent meetings, most recently in January, with a follow-up tentatively planned for April. Maj. Gen. Charles W. Fletcher, Jr. will also provide regular updates directly to Services Headquarters. The DPS PMO provides monthly In-Progress Reviews to the Council of Colonels and Captains of the Military Services, the U.S. Coast Guard and the Transportation Service Providers Associations.

To further prepare stakeholders for the new system, USTRANSCOM is considering the release of selected DPS modules for use by stakeholders prior to rollout. These modules will be considered for release following Independent Verification and Validation testing and prior to Software Acceptance Testing. Stakeholders will have an opportunity to familiarize themselves with DPS functionality and provide feedback to DPS PMO. The feedback received from users will be

evaluated and prioritized through the Configuration Control Board for possible future inclusion into DPS.

SDDC is taking steps to ensure the current program, Transportation Operational Personal Property Standard System (TOPS) and other component systems such as the Central Web Application (CWA) are adequately maintained and resourced during this delay. As phase I of Families First, CWA software enhancements and fixes will continue as well as online training. SDDC will continue to hold training sessions on CWA and provide the latest information on DPS and Families First at future conferences, symposiums and workshops.

By establishing a PMO dedicated to DPS, SDDC is demonstrating its continued commitment to the successful launch of DPS and Families First. The Defense Personal Property System, DPS, is the future of all personal property moves and provides one system, one standard, worldwide to benefit all stakeholders.

To learn more about DPS and Families First, please visit the SDDC Families First website at:

<https://www.sddc.army.mil/public/Personal+Property/Families+First/>



## Hurricane relief

# Sea can be avenue for response

*Story and photos by Patti Bielling, Command Affairs Specialist  
SDDC Headquarters Fort Eustis*

**I**f the sea brings destruction, can it also bring relief?

Clinton Whitehurst emphatically answers yes.

The senior fellow of the Strom Thurmond Institute at Clemson University became convinced following last year's devastating storms that maritime assets should play an active and preplanned role in hurricane recovery efforts.

After spending several months researching and authoring a report on the topic, Whitehurst invited several transportation and disaster response experts to Charleston, S.C., on Jan. 27 to begin exploring the concept.

"Relief supplies should come in not only from the landside by highway, rail or airlift, but also from the sea," he said. "Relief from the sea would become especially important if land or air access were denied in the aftermath of a hurricane."

Larry Lawrence represented the Military Surface Deployment and Distribution Command during the Hurricane Relief from the Sea conference.

Lawrence outlined various considerations that would be involved in loading and unloading a ship with relief supplies that range from food and water to emergency vehicles.

He pointed out that advance planning is necessary, both to get the cargo to a port and to stage it for effective loading.

"Last on, first off," Lawrence said. "The equipment that's loaded last on the ship should be the equipment that responders need to roll off the ship first."

The military's process for prepositioning combat equipment can

serve as a pattern for disaster relief from the sea, said Jeff McMahon of the U.S. Maritime Administration.

However, he adds, it may be advantageous to go beyond the Department of Defense's "floating warehouse" concept.

"Ships can be modified to provide various capabilities, including water purification, ice making, power generation and fuel pumping," he said.

"Additional berthing and messing facilities can be added to accommodate responders or hurricane survivors, and the ship could also be fitted with a communications suite, media center, and a helicopter deck to become a mobile command post for emergency managers."

To demonstrate ship capabilities, MARAD officials led attendees on a tour of the Motor Vessel Cape Diamond on berth in Charleston.

The use of military ships following hurricanes is not without precedent. In 2005, 200 civilian emergency vehicles were loaded on board the motor vessels Cape Victory and Cape Vincent in Beaumont, Texas, to ride out Hurricane Rita.

Various other military vessels responded off the coast of Louisiana following Hurricane Katrina in 2005, providing a range of support including berthing for relief workers, oil spill response, emergency medical assistance, and even kenneling for dogs and cats left stranded by the

*See "HURRICANE" page 32.*



**Conference attendees embark on a tour of the Motor Vessel Cape Diamond.**



# 950th Transportation Company delivers Polish, Slovak equipment to Szczecin

By Capt. Mark S. Hoffmann, Operations Officer  
950th Transportation Company

**T**he ramp went down at noon Oct. 28, 2005 in the Port of Szczecin, Poland. Within a half hour, the first piece of equipment was rolling off the MV Cape Trinity.

Just another vessel discharge for the 950th Transportation Company? Not quite.

The first piece off was a modified Slovak T-55 tank; not a typical piece of cargo for SDDC. The 950th team documented and discharged more than 300 pieces of Polish and Slovak equipment returning from a rotation in Southwest Asia in support of the Global War on Terrorism.

Located in Bremerhaven, Germany, the 950th Transportation Company, also known as the Bremerhaven Terminal, operates adjacent to the port on the former Carl-Schurz Kaserne. The U.S. Army has operated continuously at the Port of Bremerhaven for more than 60 years. The mission of the Bremerhaven Terminal is to deploy and conduct surface distribution and water terminal operations to directly support and sustain the warfighter in the designated areas of responsibility. The 950th Transportation Company is responsible for all port operations moving Department of Defense cargo throughout Germany, Poland, Russia, Scandinavia, and the Baltic States. Four members of the 950th Transportation Company and one officer from their higher headquarters, 838th Transportation Battalion, deployed to Szczecin to supervise discharge operations. The team consisted of Capt. Mark Hoffmann, officer in charge; Sgt. 1st Class Sheri Little, noncommissioned officer in charge of documentation; Burkhard Bremer,

marine cargo specialist; Tony Pfoh, WPS documenter; and Capt. Donna Johnson, 838th Transportation Battalion operations officer.

After meeting with Drobnica – Port Szczecin, the Polish contractor providing the labor for the discharge operations, the team met with 1st Lt. Andrej Pindor of the Polish army to finalize discharge and disposition plans. Both the Polish and Slovak armies provided their own drivers to discharge the various vehicles.

“Despite having to overcome some language barriers, this was a great mission and a great opportunity to show other militaries how the Bremerhaven Terminal gets things done,” said Little, who has been assigned to the 950th since February 2004.

Approximately all of the equipment discharged during this mission was unfamiliar to most members of the 950th. The majority of the equipment was Soviet-era tracked and wheeled vehicles, among them BRDMs, BTRs, and OT-64s that served alongside U.S. forces in Kuwait and Iraq. Twenty years ago, these vehicles performed a very different mission; defending the USSR against U.S. forces. Working with Soviet-era equipment was a unique opportunity, but the MV

Cape Trinity still had one more unique piece of cargo: a United States-produced M-4 Sherman Tank. The M-4 was mass-produced and distributed to several allied countries during World War II, among them Poland. These tanks saw action throughout the world during and after the second World War, including the deserts of Arabia. This particular Sherman was recovered from Iraq and is headed to a museum in Poland.

Throughout the discharge operations, the team found a larger-than-anticipated amount of vehicles deadlined. This didn’t slow operations, as the Polish and Slovak militaries were equally disposed to maintenance challenges and were able to quickly discharge the aging and battered vehicles. Once the vessel completed discharge operations, the team stayed in the port to observe the disposition of the equipment by rail.

The 950th once again showed itself capable of accomplishing any mission, anywhere, anytime, as a key member of the Gateway to Europe. 🌐



Tony Pfoh confirms a serial number against his manifest.

# CAISI and WPS handheld barcode scanners provide WiFi in-transit visibility at the port of Beaumont

*Story and photos by Stephen Larsen, Public Affairs Officer  
Project Manager Defense Communications & Army Transmission Systems*

**A**rmy officials here say they are one huge step closer to their goals of in-transit visibility and total asset visibility for the thousands of tons of cargo that pass through the port of Beaumont each month, thanks to the recent implementation of a new generation of RFDC (radio frequency data communications) handheld barcode scanners along with secure, wireless CAISI, the Combat Service Support Automated Information Systems Interface.

The handheld scanners capture cargo's linear and 2D barcode information, such as the dimensions of cargo, or what work contractors/stevedores have performed, to allow them to be paid. The CAISI system then wirelessly transmits the data back to the Worldwide Port System (WPS) database at the port's terminal management directorate (TMD) office.

Both the handheld scanners and the CAISI system are products of the Program Executive Office, Enterprise Information Systems (PEO EIS). The handheld scanners are Intermec CK31G units, provided by the AIT-III (Automatic Identification Technology) contract managed by the Product Manager, Joint-Automatic Identification Technology (PM J-AIT), while CAISI is a commercial-off-the-shelf (COTS) solution provided by the Product Manager, Defense Wide Transmission Systems.

As port operations were returning to normal after Hurricane Rita, which hit the Texas-Louisiana coastline on Sept. 24 and passed directly over the port of Beaumont, the handheld scanners and CAISI tandem were successfully tested together during full-scale loading operations the week of Nov. 14. During that week, stevedores loaded more than 1,200 pieces of cargo, including tanks, Bradley Fighting Vehicles, wheeled vehicles and containers to an LMSR (large, medium-speed, roll-on/roll-off ship).

## Key port for OIF cargo

Lt. Col. Timothy Whalen, commander of the 842nd Transportation Battalion at the port of Beaumont, said he was glad the port was chosen for the test.

"This port is kind of a center of gravity for troop movements. I'm a big advocate of CAISI. Testing CAISI here sends the right message," said Whalen, adding that the gulf ports – the ports of Beaumont and Corpus Christi, Texas – transport 63 percent of the cargo going to Iraq.

Port officials said that in fiscal year 2005, 1, 260,857 measurement tons – equal to 40 cubic feet of cargo volume) of cargo passed through the port of Beaumont, which includes two primary rail spurs and more than 50 acres of usable staging area, with the capacity to simultaneously load or unload two LMSRs or stage



**The implementation at the port of Beaumont includes 16 CAISI (Combat Service Support Automated Information Systems Interface) Repeater Modules (inset), which are mounted on poles scattered throughout the port in small weather-tight boxes called NEMA (National Electrical Manufacturers Association) enclosures. The CRMs help to maximize WiFi coverage in the 'canyons of steel' of cargo that are staged at the port.**

three LMSR loads. To put this in perspective, each LMSR can carry an entire U.S. Army Brigade Task Force, including 58 tanks, 48 other tracked vehicles, as well as more than 900 trucks and other wheeled vehicles. All told, more than 80,000 pieces – some 14 million square feet of cargo – have moved through the port of Beaumont in support of Operations Iraqi Freedom I, II and III.

"CAISI streamlines things," said Whalen. "Previously, as we've scanned, that equipment data was vulnerable until we brought back the scanner and downloaded. CAISI makes it much more efficient, more accurate and less vulnerable."

Chris Easton of the Headquarters, Surface Deployment and Distribution Command (SDDC) at Alexandria, Va., whose mission is to improve the cargo documentation process, agrees.

"CAISI gives us the ability to talk live to the Worldwide Port System (WPS) database from the cargo, instead of having to





**Chris Easton (left) of the Headquarters, Surface Deployment and Distribution Command (SDDC) observes as a stevedore uses a new RFDC (radio frequency data communications) handheld barcode scanner to scan the barcode information from a vehicle in the hold of a ship at the port of Beaumont. The handheld scanners and secure, wireless CAISI (Combat Service Support Automated Information Systems Interface) were successfully tested together during full-scale loading operations at the port during the week of Nov. 14.**

wait four-to-five hours until we get the scanner back to download at the TMD (terminal management directorate) office,” said Easton. “The real key is to allow the scanner to solve problems at the cargo, rather than going back to TMD, and CAISI gives us the wireless ‘bubble’ that allows us to do that. Our command’s goal here is to increase the efficiency of data capture and data QA (quality assurance) processes, with an eye toward reducing manual effort.”

### **The CAISI WiFi network at Beaumont**

The implementation at the port of Beaumont includes one CAISI Bridge Module (CBM), which is at the TMD office, and 16 CAISI Repeater Modules, which are mounted on poles scattered throughout the port in small weather-tight boxes called NEMA (National Electrical Manufacturers Association) enclosures.

According to Brad Amon, lead systems engineer for the CAISI program with the U.S. Army Information Systems Engineering Command (ISEC), the CAISI Bridge Module provides root radio service for the radios in the CAISI local wireless network. Each CBM includes a Fortress gateway AF1100 encryption device, a synchronous digital subscriber line (DSL) device, a Cisco BR350 multi-function 802.11b (the standard for wireless fidelity, or WiFi) radio and a couple of Ethernet hubs. The Fortress encryption gateway device unencrypts the wireless network traffic coming from the handheld scanners before it is forwarded into the local installation network.

The CAISI Repeater Modules, Amon said – which contain a BR350 radio with a lightning arrestor and surge suppressor in the NEMA enclosure – provide access point service for wireless scanner devices, bridge the net-

work to the root radio and act as repeaters for other CRMs.

“CAISI offers a flexible meshed network configuration which has multiple paths available for redundancy,” said Amon. “What happens when one radio link is blocked or interfered with? CAISI radios create a self-healing meshed network. When one path to the root is down, the other radios automatically repeat for each other to form an alternate path to the root.”

Amon added that the CRM allows the radio to be powered by its Ethernet cable up to 300 feet away from the power source. That enables the radios to be mounted high on an existing tower or building, providing exceptional line of sight coverage with minimal resources, and minimizes the RF line loss, because the radio is only three feet away from the antenna, effectively doubling the radio transmit and receive strength of the CBM.

Easton said the coverage of the CAISI Repeater Modules allows stevedores to transmit data from handheld scanners to the Worldwide Port System database from nearly everywhere throughout the 50-plus acres of the port, except from inside the holds of vessels, which is why the handheld scanners can do both batch and real-time downloading of cargo data.

Another challenge is offered by the industrial nature of the water port.

“Look around,” said Easton, in a staging area filled with tanks, Bradleys and other vehicles during the testing at the port of Beaumont. “Our cargo is very large and forms ‘canyons of steel,’ whose walls, in turn, are made of multiple corner reflectors. Sometimes down these ‘canyons,’ we may lose coverage.”

The challenge, Easton said, is to build processes that take full advantage of the secure wireless connection back to WPS, but that can drop back in to batch if signal strength drops too low. This allows the checker to continue working, and as signal strength is regained, the scanner sends any stored

*See “WIFI” page 32.*



**Mr. Edwin Ancheta and Sgt. 1st Class Cassandra Hutchins, both from the 599th Transportation Group, ensure all returning equipment is documented properly for 100 percent in-transit visibility.**

## ***599th helps 25th ID soldiers return from OIF, OEF***

*Story and photos by Robyn Mack, Command Affairs Specialist  
599th Transportation Group*

**N**early a year ago the 599th Transportation Group assisted with the largest unit move of the 25th Infantry Division since the Vietnam conflict. Today, the Group is faced with an equal challenge of returning the Hawaii-based unit's equipment back to Schofield Barracks.

After months of supporting the Global War on Terrorism in Southwest Asia, the Soldiers of the 25th ID are eager to be home – and, the 599th is ready and willing to help.

"It has been a tremendous challenge and a great honor to assist with

the return of the 25th Infantry Division equipment back to home station in Hawaii," said Mr. Edwin Ancheta, 599th Traffic Management Specialist.

"The task of reconstituting and coordinating the movement of vehicles and unit equipment disbursed throughout Iraq and Afghanistan took the cooperation and teamwork of the 599th, 595th Transportation Group Forward in Kuwait, the 840th Transportation Battalion in Iraq, the 831st Transportation Detachment in Afghanistan, the 831st Transportation Battalion in Bahrain, the 25th ID

Division Transportation Operations, Unit Mobility Officers, Mobility Warrant Officers... the efforts of all these proud professionals made it happen," added Air Force Lt. Col. James Hall, 599th Operations Chief.

What started out as a single load of 2,000 pieces of warfighting vehicles and containers aboard the Military Sealift Command vessel *USNS Pililaau* is now returning by "piece-shipment" aboard one of more than 20 military and commercial shipments.

"We cannot win the Global War on Terrorism without the tremen-



dous support being provided by our commercial sealift partners," said Hall. "As we continue to sustain our forward-deployed forces, commercial vessels are moving a larger amount of cargo into Southwest Asia. Gray bottoms (organic & contracted military sealift vessels) are high demand/low density assets and there simply aren't enough to go around to meet the demands of this fight. Without the contributions from our industry partners, we simply couldn't get the things that are needed to the troops when they need to be there. Although this does not afford the luxury of having all the unit equipment arrive on a single vessel, the same care and professionalism in handling 25th ID cargo is used by our commercial carriers to ensure each piece of equipment is moved safely and securely."

From shipments of six pieces, to those containing more than 700, the 599th is ensuring all re-deployment efforts process through efficiently and effectively. The Group has personnel available at the East Range to inspect the containers as they arrive and document any discrepancies or damage on the spot.

"So far there have only been minor items like flat tires noted. It's really remarkable when you remember that this equipment has literally traveled half-way around the globe and almost all of it is arriving without a scratch," said Mr. Ace Parker, 599th Transportation Specialist.

Since February the Group has been assisting with the return of the warfighting materials in several ways.

"Much like the deployment process, the redeployment process receives great attention from our transportation specialists," Hall said. "We are on hand at each point of the process to ensure the equipment is delivered in a timely fashion to its final destination. We want to ensure the customer is receiving the best possible assistance from the 599th."

Hall said the 599th is responsible for providing in-transit visibility assistance to the 25th to ensure they are aware when their equipment moves and



**25th Infantry Division equipment makes its way back to home station at Schofield Barracks, Hawaii after shipment aboard the Cape Orlando. The deployment and return of the 25th ID Soldiers was the largest unit move since the Vietnam Conflict.**

where it's at in the pipeline as it returns to home station.

"Many of our commercial partners use hub and spoke and feeder/shuttle vessels to transport cargo so there may be multiple stops along the way. We provide near real time status on where things are, when they'll be moving, and arrival time on island. We also assist Fleet Industrial Supply Center Pearl Harbor with discharge of the

equipment from the vessel upon arrival, and damage documentation when containers are delivered," Hall said.

The 599th will receive several shipments during the Fall and will continue to process and service the customer with end-to-end deployment and distribution while providing in-transit visibility through the garrison destination. 🌐

## New technology

# Extra protection at seaports

*Story and photos by Sgt. Crystal Rothermel  
143d TRANSCOM, Kuwait (FWD)*

**S**ervicemembers at the port of Ash Shuaiba, Kuwait can breathe a little easier knowing new technology will provide extra security in the case of chemical or biological contamination.

The Contamination Avoidance for Sea Ports of Debarkation (CASPOD) equipment is part of a Department of Defense sponsored and funded program to increase warning, awareness, protection, and restoration of equipment and capabilities at seaports in the event of contamination.

"The equipment will mitigate the effects of a chemical or biological attack or disaster," said Thomas Smith, Advanced Technology Demonstration operational manager for the U.S. Army Central Command.

The 143rd Transportation Command, from Orlando, Fla., is the first recipient of the CASPOD package which includes chemical detectors, sensors, protective masks and suits, computer systems, a medical network and software for medical surveillance, and decontamination shelters.

The equipment also includes backpacks with spray solutions and a GL1800, or modified commercial de-icer, which is used for dispensing foam-based solutions on vehicles and contaminated equipment.

"If there was some sort of incident, deliberate or by accident, we can restore capabilities much faster here and with fewer disruptions to the mission for Coalition Forces Land Component Command (CFLLC) in regard to everything from logistics, rotations, or other missions," said Maj. Steve Mischenski, nuclear, biological and chemical officer, CFLLC.

Providing proper training and execution of the new technology is also ensured through the training packets and a

full time contractor on site at the port. The contractor will remain for a year and a half, said Smith.

"143rd personnel trained on the computer system and the GL1800 decontamination truck, including involvement in staff exercises which simulated chemical releases at the SPOD," said Capt. Andrew Ziegenfus, the CASPOD project manager for the 143rd.

The CASPOD ACTD is a result of years of research and preparation.

In 1996, the General Accounting Office began investigations and found shortfalls in decontamination equipment and warning systems at critical theaters of operations. In 2001, after years of development, the CASPOD ACTD was proposed to U.S. Central Command. The program continued undergoing tests, demonstrations, and improvements until its final demonstration in September 2004.

The CASPOD program arrived in Kuwait in September 2005.

"The program is good because it gives us enhanced capabilities with newer and more tailor-made equipment for our environment," said Mischenski. "It gives us the capacity to



**Capt. Andrew Ziegenfus, CASPOD project manager for the 143rd Transportation Command (FWD), looks on as Deputy Undersecretary of Defense Sue Payton talks with Soldiers from the 143rd TRANSCOM about new decontamination equipment.**



work faster and better than with the standard equipment we already have.”

In the past, eliminating effects from chemical and biological decontamination were accomplished through the help of the fire company, M8 decontamination paper, protective wear, and military and civilian contractor equipment, said Smith.

The new program functions through a series of events which take place both indoors and outdoors.

In the event of a chemical or biological incident, sensors would alert the port, both outdoors and indoors. The sensors, which were placed throughout the port, provide an auditory alert outdoors as communicate the information to a centralized hub. From there, the next steps in the decontamination process would begin, said Smith.

Depending upon the degree of contamination, personnel would either seek shelter until the air is clear or tran-

sition to the next stages of the program. If the incident is of a more serious level, personnel would move to the Deployable Rapid Assembly Shelter for individual decontamination or also the Expeditionary Medical Support System, which offers a contamination free environment and protection.

The port and equipment would be cleansed through the various CASPOD equipment and solutions.

The port of Ash Shuaiba is the first to receive the package, but it is not the last, said Mischenski.

“The CASPOD ACTD will remain at the port until the Army replaces it within its own inventory, or decides to replace this package years down the road,” he explained.

The port of Ash Shuaiba serves as an example for the CASPOD ACTD and the future of port security.

Recently, Sue Payton, deputy under Secretary of Defense for

Advanced Systems and Concepts and the acting director of Defense Research and Engineering, visited the Soldiers at the port to see first hand how mission essential the CASPOD ACTD is to troops and ports.

Demonstrations, such as these, may help provide the future funding and CASPOD technologies for other ports, said Ziegenfus.

“She is here to take a look at how we are utilizing the program,” Mischenski said. “She will report back to the Secretary of Defense and update him on how the units are utilizing and training on the equipment.”

Until the funding is approved and more CASPOD ACTDs are distributed to other ports, the Soldiers at the port of Ash Shuaiba continue training and demonstrating the equipment which will not only provide extra security, but help servicemembers at other ports breathe a little easier, as well. 🌱

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## EARTHQUAKE

*Continued from page 7*

Arab Emirates.

Onward movement of this valuable cargo was another critical aspect of the deployment and distribution mission. Scogin worked directly with the Disaster Assistance Center Task Force (DAC-TF) and the Office of the Defense Representative Pakistan at the U.S. Embassy to coordinate for final delivery of cargo and other logistical support required for relief operations. In Karachi, Sadler and the team coordinated logistic support and cargo documentation through the U.S. Consulate and the Pakistan Army’s Embarkation Command, commanded by Lt. Col. Asif Habib and Maj. Abid Farid, port operations officer.

With virtually all of the Pakistan Army’s truck assets engaged in relief efforts further north, SDDC relied heavily on commercial carrier partners and contractors. Local American President Lines manager Mumtaz Hussain and senior analyst Sajid Hussain coordinated onward transportation of engineer equipment through their local transport partner, Jawed Iqbal, logistics director for Bilal Associates. Together both carriers and SDDC worked night and day to deliver cargo to an Intermediate Staging Base (ISB) outside of Islamabad. All cargo departed the port within hours of the vessel discharge, moving rapidly north in a matter of days, despite limited truck assets due to ongoing relief efforts and an approaching holiday at the end of the Muslim holy month of Ramadan.

Once the engineer assets reached the ISB, SDDC’s

commercial third party logistics partner, Raith-Tareen, working through the DAC-TF’s local contracting officer, arranged for final delivery of the cargo to Muzaffarabad. Capt. Farooq Tareen, CEO of Raith-Tareen, was on site to ensure equipment arrived in the quake affected areas. Days earlier, Tareen had been outside of his vacation home in the mountains on the morning the earthquake hit. He was fortunate to escape unharmed but recounted his experience moving through the devastated areas. Tareen further noted that Muzaffarabad was especially rocked by the earthquake and U.S. engineer equipment has proven invaluable to clear roads and assist in recovery operations.

Relief operations continue and the first phases of redeployment will soon commence. SDDC’s 831st Transportation Battalion has again proven its relevance with an immediate and capable response to USCENTCOM’s support of the Pakistan earthquake relief.

On the final evening of vessel operations, a local Pakistani national came up to Sadler on the port and hugged him. Sadler then learned through an interpreter that this man’s relatives had suffered loss in the earthquake and that he was grateful to the United States for all of our support during their time of crisis.

“That brought it all home to me,” Sadler said. “For right then I realized that all of our team’s planning and execution was well worth the effort.” 🌱

**Tina Smith, special assignment airlift mission validator for the Passenger and Personal Property Division in the Military Surface Deployment and Distribution Command.**  
*(Photo by Alex Shalak)*



## Employee loves unique job coordinating passenger airlift

*By June Pagan, Command Affairs Specialist  
SDDC Headquarters Fort Eustis*

**T**ina Smith loves her job, and she's the only one in the command who has one like it. In fact, she's the only one in the U.S. Army who does what she does.

As the U.S. Army Special Assignment Airlift Mission (SAAM) validator, her job is to validate and provide transportation coordination for a variety of Army passenger airlift missions, a part of the Military Surface Deployment and Distribution Command Passenger Programs Division's responsibilities. These missions include requests for military organic and commercial charter aircrafts.

Smith validates the Army-wide requests and provides guidance to Installation Transportation Offices on the process and requirements such as weight, size requirements, hazardous materials, etc. to be sure each request is accurate before sending it forward to U.S. Transportation Command. She works daily with Air Mobility Command/Tanker Airlift Control Center.

The traffic management specialist says she thoroughly enjoys the job's challenges, but her favorite responsibility has been the weekly CONUS [Continental United States] Replacement Center (CRC) charter aircraft missions out of Fort Bliss, Texas, which were formerly validated through FORSCOM up until early this year when FORSCOM determined that these missions are better served by SAAMs.

According to Smith, Fort Bliss serves as the CRC for military replacement personnel enroute to support Operation Iraqi Freedom. Among these "personnel" are Military

Working Dog (MWD) teams.

"I am an animal lover, so moving passengers is one thing, but moving animals makes my job much more interesting to me," said Smith. "In the past nine months, the CRC has moved 50 MWD teams, so I've had quite a lot of interface with these movements."

Smith says she's also been involved in so many other unusual "special" Army missions, that her job is always interesting.

"There is never a dull moment," said Smith. "I've been involved in everything from the Military World Games, to helping move helicopters to international air shows."

Smith also supported the movie *Blackhawk Down*, humanitarian missions and USO Shows with a show scheduled this winter in the area of responsibility with lots of big name stars going over on military aircraft. She also works de-mining and, of course, Operations Iraqi and Enduring Freedom missions.

One of the most recent moves involved an Omni Air DC-20 which departed Nov. 19, 2005 with 235 passengers, four military working dogs and baggage from Biggs Army Air Field to the AOR in support of OIF.

"I'm the only one in SDDC that has this title," said Smith, who has served as the SAAM validator for almost 10 years. "It's been a big part of my life. I perform 24-hour-on-call service for any problems that may crop up with any of these moves. 🐕"



# Getting to know how to transport U.S. Army cargo

*Story and photo by Martin Weteling, Command Affairs Specialist  
598th Transportation Group*

**T**he transportation of goods from origin to destination is a fact that's known to all employees of the Surface Deployment and Distribution Command.

Organizing transportation starts with basic knowledge, the knowledge of the Defense Transportation Regulation, or DTR.

The DTR provides all information needed to ship cargo through the American Forces Defense Transportation System.

This past month Gary Hutcheson from the Transportation School out of Ft. Eustis, Va., has been on the road to spread the knowledge.

Last summer Hutcheson taught members of the 595th Transportation Group at Camp Spearhead in Kuwait and in August he spent time in Rotterdam to educate members of the 598th Transportation Group.

Hutcheson is familiar with the differences in operating cargo both in the continental U.S. (CONUS) and outside CONUS.

"In the U.S.A. transporters think that the way they operate is the way all transporters in the world work," says Hutcheson. "There's a big difference between, for instance, the U.S. and Europe. In Europe cargo bookers guide the cargo all the way, where in the U.S. a booker has the responsibility for a segment of this process. This means that I have to emphasize different aspects here then what I would back in CONUS. I have to ensure that the students here in this class will have the knowledge on all segments."

The students in the class at the 598th Transportation Group headquarters only transport goods in the 598th Transportation Group Area of Responsibility so they are unaware of



**DTR teacher Gary Hutcheson (pointing) explains to a group of students from the 598th Transportation Group the differences in containers and how to handle the regulations in their workscope.**

the different aspects highlighted.

Marianne Lammers of the 598th Transportation Group's Ocean Cargo Clearance Authority (OCCA) benefited from this training. "This training dictates all the basic rules and is the prime regulation for transportation. I was often told this but now realize that the DTR is the most practical guide in the business."

To visualize the lessons, Hutcheson took the group on a field trip to the port of Antwerp. There he was able to show the students the way the documentation doctrine works.

At the 838th Transportation Battalion's household section Hutcheson, together with Marine Cargo Specialist Michel van Marle, explained the labeling of the boxes awaiting shipment to the household goods consolidation warehouse in Baltimore, Md.

SDDC's 838th Transportation Battalion's Darryl Flowers, who is a documentation specialist, followed the course and said, "After attending the DTR documentation class I have a much more clear understanding of military shipping regulations we are required to follow. It is the bible of transportation. All you have to do is just open it and all the answers are there for you. Just this week I brought to Mr. Hutcheson's attention an example of a poorly created TCMD created in Germany at a BMCT. One of his colleagues is currently working on this matter now in order to hopefully bring this under control. Hutcheson applauded the input and concern."

It is left up to Flowers and the other students from this DTR documentation class to ensure the corrective actions will stick. 🇺🇸

# 599th Transportation Group participates in annual UFL exercise

By Lt. Col. James Miller  
599th Transportation Group

United States Forces from around the world joined together with members of the Republic of Korea (ROK) military Aug. 22-Sept. 2 at Busan, Korea, to participate in the annual Ulchi Focus Lens Exercise (UFL).

The exercise simulates realistic peninsula seaport operations through the use of a Combined Seaport Coordination Center (CSCC).

UFL is considered the world's largest computer simulated exercise, and is conducted by the U.S. Combined Forces Command and South Korea to evaluate and improve joint coordination, procedures, plans and systems that are critical to ensure both readiness and a strong deterrent posture on the peninsula.

Due to the proximity and credibility of threat, the complexity of the Korean Theater of Operations and the high turnover of U.S. and ROK personnel, exercises like UFL are an absolute must.

"UFL is a dynamic exercise in an ever-changing environment. Each year's exercise demands a fresh look," said Col. Kathi Kreklow, the 599th Transportation Group commander and this year's CSCC U.S. co-chair. "From a seaport perspective, there are several new ports under construction on the southern coast of the peninsula that provide tremendous flexibility with 'end-to-end' distribution which includes deployment, redeployment, RSOI, and sustainment. The quality of personnel, the teamwork and camaraderie between ROK and U.S. forces in the CSCC is what makes this exercise such a success."

The CSCC organizationally is made up of members from both U.S. and ROK forces, to include 599th Transportation Group, Department of



**Cpl. Joon Yong Koo, 837th Transportation Battalion Korean Augmentee to the U.S. Army, and Lt. Col. Jim Miller, 599th Transportation Group Individual Mobilization Augmentee, work together on the Global Command and Control System and the Common Operating Picture during Exercise Ulchi Focus Lens 2005. (U.S. Army photo)**

the Army Civilians, U.S. Army Active Component, Korean Augmentees to the U.S. Army, Individual Mobilization Augmentee Reservists, and Navy Reservists of the Military Sealift and Naval Cooperation and Guidance for Shipping Commands. This year's exercise also included 599th battalion members from Pusan, Korea, and Okinawa and Yokohama, Japan.

This exercise, which emphasizes the "Warfighting Focus," is used to prep defenses for an attack from an unnamed enemy, though the scenarios involve an opponent whose characteristics mirror those of North Korea.

"For the first time, I had the opportunity to work in a joint operation capacity with both U.S. and ROK forces. My principle duties included working with the GCCS-K system and updating the Common Operation Picture as new information was made

available to me," said SK3 Chris Lee, a first-time participant. "As new scenarios were presented, I would research options and provide the Battle Captain with feasibility studies and raw data for items such as alternate ports for contingency plans. I think we all came away from the exercise with a clearer idea of what can be expected of us at the CSCC and I look forward to taking what I learned back to my unit and sharing this information to help prepare others for future UFL exercises."

According to Marine Corps Capt. Kim Hayworth, working with all the agencies within the CSCC was educational and rewarding. "Since I haven't operated in a joint environment before, this was a great opportunity for me to see how all U.S. branches and ROK counterparts can come together to make an operation of this scale come together." 🌐



# Unit returns proud of its work

Story and photo by Patti Bielling, Command Affairs Specialist  
SDDC Headquarters Fort Eustis

**W**hen the members of the 1185th Transportation Terminal Brigade deployed to Kuwait in January 2004, little did they suspect that their port operations mission would expand to include responsibility for surface distribution from the horn of Africa through the Persian Gulf region and into Central Asia.

For the last half of its yearlong deployment, the unit assumed command of the 595th Transportation Group, manning the unit that directly supports Central Command operations for the Military Surface Deployment and Distribution Command.

It was the first time the command selected a Reserve unit to take charge of its operations for the CENTCOM theater.

The group had been recently created, with no permanently assigned personnel, explained Maj. Scott Linton, brigade assistant operations officer. From the beginning, brigade personnel filled some critical staff functions within the group before eventually taking over the mission.

"Becoming the 595th commander was a tremendous change in my lifestyle and the staff's," said Col. Martin Langan, 1185th commander. "Doctrinally, the staff sections are designed to support our brigade of about 100 Soldiers. They were supporting over 400 personnel belonging to the 595th."

In addition, a number of brigade Soldiers moved from the port into positions within Iraq, Afghanistan and other countries to support SDDC operations within the theater.

The port mission alone was extensive. During its yearlong deployment, the brigade managed the movement of several U.S. Army divisions comprising 19 million square feet of cargo from 171 vessels.

In between vessel operations, some brigade personnel took the time to become licensed on cranes, fork-

movement of relief equipment following the devastating October earthquake in Pakistan that killed more than 80,000 people and left millions homeless.

"We were able to respond very quickly because SDDC already has contracts and processes in place to move cargo into Afghanistan,"

Linton said. "It was just a matter of redirecting efforts into the affected area in Pakistan."

Vessels were loaded with supplies in Kuwait and moved to Pakistan, where they were trucked to an assembly area. They were then picked up and delivered to the devastated region by U.S. Army helicopters sporting American flags.

The unit is also proud of its role in managing containers in Iraq, Afghanistan and other countries in the theater.

"We focused a lot more on container management once our mission expanded beyond port operations," Langan said. "It was a tremendous team effort among the 184th Container Management Element, the 840th and 831st Deployment and Distribution Support Battalions, other logistics units, and the warfighting units."

The efforts paid off, Langan said, leading to a significant decrease in container detention fees.

"I'm proud of the unit and what it accomplished," Langan said. "Everyone worked hard, putting the mission first and never forgetting who the customer was."

The brigade returned to its home station of Lancaster, Pa. on Dec. 23. 🌐



**Sgt. Wendy Graslie works a crane in Kuwait.**  
(Photo courtesy of 1185th Transportation Bde.)

lifts and other materiel handling equipment.

"This is the first time the unit performed this type of task," Linton said. "The licensed Soldiers took over tasks typically contracted out, saving the Army and Department of Defense over \$600,000."

The unit also managed the

# ***Pasha Hawaii's MV Jean Anne delivers 13 Black Hawks to 25th ID***

*Story and photos by Robyn Mack, Command Affairs Specialist  
599th Transportation Group*

**P**asha Hawaii Transport Lines gave a little sealoft to the 25th Infantry Division's airlift Jan. 15 with the delivery of 13 Black Hawk helicopters aboard the MV Jean Anne.

This was the first aircraft move for the 599-foot pure car truck carrier, originating at National City Port in San Diego and offloading at Pearl Harbor shipyard.

According to Gayle Murphy Burns, manager for Pasha Corporate Marketing, this is an exciting time for the company. "This is truly unique cargo that we are grateful to have a part in delivering."

On hand to ensure safe offload of the new equipment were members of the 599th Transportation Group, 2-25 Aviation Battalion, and 209th Aviation Support Battalion.

The work was efficient for the Soldiers because of the vessel's distinctive totally-enclosed decks and roll-on/roll off capability. The helicopters were simply loaded with their blades folded back for ocean transport, saving the unit preparation time during the upload and offload processes.

"The ability of the vessel to carry the aircraft with minimal alterations ensures a faster turn-around for the helicopters into operational use," said Chief Warrant Officer Kelly Leonard, 209th Aviation Support Battalion maintenance safety officer.

The 13 helicopters delivered to Hawaii are part of the 25th ID's transformation into a Stryker Brigade Combat Team and will be operated by the 2-25 Aviation Battalion, 25th Combat Aviation Brigade, 25th ID, Schofield Barracks.

As a result, Pasha Hawaii Transport Lines' makes a timely arrival to the market. The Jean Anne will be



**One of 13 Black Hawk helicopters bound for the 2-25 Aviation Battalion, 25th Infantry Division, Schofield Barracks, Hawaii, is escorted to the helicopter pad on Pearl Harbor shipyard Jan. 15.**

putting her fully adjustable, enclosed decks to full use on trade lanes from the Mainland to Hawaii for military and commercial operations. The Military Surface Deployment and Distribution

Command uses Pasha's services in accordance with the standard bid process, and will utilize the vessel for some of the needs within the Pacific Command Area of Responsibility.





**Pasha Hawaii Transport Lines' MV Jean Anne at Pearl Harbor shipyard Jan. 15. The Jean Anne is one of several commercial vessels contracted by the Military Surface Deployment and Distribution Command to support the deployment and distribution of military cargo.**

"The entrance of Pasha into the Hawaiian market truly enhances the capabilities we offer to the warfighter," said Don Dellinger, Universal Service Contract Quality Assurance Office representative based at the 599th Transportation Group, Wheeler Army Airfield, Hawaii.

The Jean Anne, equipped with a 100-ton stern ramp, has the ability to move all types of wheeled and tracked military vehicles, including the M1 tank. The vessel can achieve service speeds of 20 knots and carry more than 3,000 vehicles on 10 cargo decks. Additionally, the Jean Anne was recently recognized by *Professional Mariner* as the Ship of the Year.

In a news release, PHTL President George Pasha IV, said the company is very proud. "The ship was nationally recognized for its ability to carry vehicles, cargo and over-high-and-wide items efficiently, quickly and safely between the West Coast and Hawaii." 🌐



**Soldiers from the 209th Aviation Support Battalion, 25th Combat Aviation Brigade, 25th Infantry Division give one of 13 new Black Hawk helicopters a helpful push off the MV Jean Anne at Pearl Harbor Jan. 15.**

# SDDC training workshop successful

Story and photos by June Pagan, Command Affairs Specialist  
SDDC Headquarters Fort Eustis

**T**hey came from as far away as Singapore, Japan, and Hawaii and as nearby as Corpus Christi. They all had one overarching goal in mind – to gain new tools and further advance their knowledge to better support the warfighter.

After a four-year hiatus, SDDC hosted the Western Regional Training Workshop from Feb. 6-9 in San Antonio to showcase SDDC's expanded distribution and deployment mission as well as identify trends impacting on the movement of all DoD commodities.

Maj. Gen. Charles W. Fletcher, Jr., SDDC Commander, hosted the event and told the group of over 200 functional level DoD personnel and contractors that the workshop was designed specifically with them in mind.

"We are partners in an enterprise that supports our nation – the Defense Transportation System," said Fletcher. "We are here to meet the strategic needs of the Combatant Commands."

The workshop was well represented by all the Services as well as a myriad of government agencies to include Defense Logistics Agency (DLA), Defense Commissary Agency (DeCA), Army/Air Force Exchange System (AAFES), Defense Contract Management Agency (DCMA), Government Services Administration (GSA) and the Installation Management Agency (IMA). They all came ready to "synchronize the game plan," this year's workshop theme, to help get their vital jobs accomplished.

"It is not a matter of just getting the job done, it's doing it well," said Don Casey from GSA. "There are soldiers overseas who really need the stuff we send them."

Patricia Young, SDDC Deputy to the Commander, echoed the importance of the attendees' mission, and said the workshop's purpose was to focus on the day-to-day business of what it takes to move all materials from beans to bullets.

"These functional level experts are the heart and soul of the deployment process," said Young. "This is a 'devil in the weeds' type of workshop. It is SDDC reaching out – what can we do to help you? – in essence, if we make your jobs easier, it makes ours flow smoother too."

Various deployment and distribution functional experts provided insight and training on a multitude of topical transportation issues and systems. Training sessions emphasizing real-time, day-to-day transportation topics such as carrier selection, hazardous shipment movement, SDDC mission/unit flow process, container management, negotiations, claims procedures, cargo booking, customs issues, and Powertrack were among those featured.

Representatives from major transportation systems such as Global Freight Management (GFM), Freight



**SDDC's Sharon Thomas assists workshop attendee as he asks a question from the balcony.**

Acquisition Shipping Tool (FAST), Worldwide Port System (WPS), Cargo Movement Operating System (CMOS), Battle Command Sustainment Support System (BCS3), Distribution Standard System (DSS), Integrated Booking System (IBS), and Transportation Coordinators Automated Information for Movement Systems (TC-AIMS) also provided informative demonstrations showcasing each system's capabilities.

In addition, several other intransit visibility systems were also featured which help track and report

*See "WORKSHOP" page 34.*



# Container managers make a difference

By Patti Bielling, Command Affairs Specialist  
SDDC Headquarters Fort Eustis

**T**racking 135,000 containers in a hostile environment is a daunting task, but the Soldiers of the 184th Transportation Command Element carried out their mission and ultimately helped save the Defense Department millions of dollars.

The savings resulted from the unit's efforts to help find and return shipping containers within the Central Command theater, thereby reducing and avoiding accrual of detention fees.

About half of the 100-member Mississippi National Guard unit organized and deployed in December 2004 as the 184th Container Management Element for the Military

Surface Deployment & Distribution Command.

Their area of responsibility was vast, stretching from the horn of Africa through the Persian Gulf region and into Central Asia. About 5,000 containers arrive in the theater each month, bringing coalition troops the supplies they need, from beans to bullets.

Most of the 20- and 40-foot boxes belong to commercial ocean carriers, and detention fees arise when these transportation containers are not returned in a set time.

Influencing the return of containers in a hostile and austere environment required resourcefulness,

said Chief Warrant Officer Daniel Edwards, mobility warrant officer in the 184th.

"No unit had this mission before," Edwards said. "The CME had to go forth and shake the bushes for containers with almost no guidance but to go up there and start getting containers to move south."

With more than 130,000 containers in the theater and about 7,000 moving in or out each month, the mission was immense.

"The first order of business was a wall-to-wall inventory," Edwards said. "We had to know what assets we had in order to know how to manage them."

Tracking down the boxes in forward areas outside of container yards was especially challenging, Edwards said. Units use the vast majority of containers for storing supplies, but some are used for living quarters, office space, or even barricades to protect U.S. forces.

"Nothing would surprise me about how containers are being used," Edwards said. "I even saw Iraqis using them as jails."

From a practical perspective, containers provide convenient, flexible, mobile and secure storage where no warehousing exists. However, containers held past their "free time" begin racking up detention fees of \$9 to \$85 per container per day.

Managing container detention costs requires cooperation and a change in mindset, said Doug Anderson, global container management director for SDDC.

"People tend to think of container detention as a transportation issue requiring a transportation solu-



Staff Sgt. Tony Hales of the 184th Container Management Element takes inventory of containers in Southwest Asia. (Photo courtesy of 184th CME)

See "CONTAINER" page 34.

# EUCOM J4 and SDDC 598th Deployment and Distribution Workshop reinstituted

*By Bram de Jong, Command Affairs Officer  
598th Transportation Group*

**N**early three hundred military, civilian and commercial transportation professionals gathered in Sonthofen, Germany, Nov. 14-18 for the 2005 Joint European Command (EUCOM) J4/SDDC 598th Terminal Transportation Group Deployment and Distribution Workshop. After a three-year pause, Col. Dennis D'Angelo, Chief, EUCOM Deployment and Distribution Operations Center (EDDOC), and Col. Gary R. Stanley, Commander, 598th Transportation Group revived the joint workshop which had been cancelled in recent years due to on-going operations in Iraq and Afghanistan.

"A lot has happened in the time since the last workshop in 2002: war in Iraq, formation of the EUCOM Deployment & Distribution Operations Center, and closure of Rhein-Main Air Base to name a few. It is now time to recap some of these events, consider the lessons learned, and look forward toward the future," said D'Angelo, the USEUCOM host during the welcome ceremony.

"Our theme this year, 'Beyond the Port – Transforming Transportation,' focuses on technological, organizational, and other changes to which transporters throughout the European area of operations find themselves adapting to our theater's growth in accommodating 'end-to-end' distribution process. These initiatives have made us smarter and more cross-organizationally skilled, but also has placed emphasis on the need to work together to provide better support to the warfighter," said Stanley, the SDDC 598th Transportation Group host.

The theme was chosen because of the increased role both organizations have assumed in the EUCOM theater of operations since the last workshop in 2002. During this time the Military Traffic and Management Command

(MTMC) changed its name to the Surface Deployment and Distribution Command (SDDC) to better reflect its new role as the distribution process owner for surface transportation from fort to foxhole. EUCOM has undergone changes as well, recently transforming the Joint Movement Center (JMC) into the EDDOC to coordinate deployment and distribution operations across the theater.

The stage was set for a gathering of industry and military theater deployment and distribution leaders to meet in this tiny Bavarian village nestled in the foothills of the German Alps.

The workshop opened with keynote speeches by Maj. Gen. Charles W. Fletcher, Jr., commander of SDDC, and Rear Adm. Michael J. Lyden, Director of Logistics and Security Assistance, HQ USEUCOM. These senior leaders informed the workshop attendees about the transportation and distribution challenges that lie ahead as we simultaneously fight a global war on terror and attempt to transform the theater.

"We are on the threshold of truly changing the way we perform logistics in the theater," Lyden said. He continued by addressing the important mission of distributing cargo beyond the port and the cooperation between the EUCOM J4 and SDDC that will make the mission a success.

Fletcher underlined the importance of quality communication between the transporter and the customer. He illustrated this with an example of the U.S. Civil War where cargo was re-ordered up to three times before it arrived. Then with a "satellite view" he showed the audience the broad scheme of SDDC transportation and distribution activities around the globe.

The core of the workshop activities was a series of diverse panels

and working groups organized by the joint EUCOM/598th workshop staff. A total of six different panels were offered. The Operation Iraqi Freedom (OIF)/Operation Enduring Freedom (OEF) Lessons Learned, Container Management, and Inland Transportation workshop panels scored very well with participants. Other panels such as Sustainment Cargo, Air Transportation, and NATO/ISAF panels also received high marks from the conference attendees.

All panels offered an opportunity for subject matter experts to present material and then discuss that material with the audience. Additionally, a day was spent in working groups formed to discuss and generate solutions to issues like customs clearance, container management, the EDDOC, sustainment cargo, and transportation systems. Both the panel and working group sessions served to enlighten the 300 transportation and logistics professionals from commands all over Europe and the United States on the initiatives military transporters in Europe are undertaking to meet customers' needs.

One goal of the workshop planners was to bring the military and its commercial partners together to discuss deployment and distribution issues. This aim was highly visible throughout the week, with industry leaders sitting on panels and the opportunity for our users to speak with commercial representatives in the exhibit hall. The exhibit hall was the showcase for our industry partners and was filled with booths from 12 companies and agencies all sharing information about their business.

"Most attendees I've talked with were impressed with not only the relevance of the topics we placed on the table, but the quality of discussions and debates that took place," said Stanley. "Several issues identified will



be worked out between EUCOM J4 and the 598th Transportation Group. Others will be passed along to our national partners to work at the strategic level. The plan now is to collate the information gathered, develop a way ahead, assign responsibility for the issues raised and come together again on a periodic basis to track the progress that is being made.

"We won't wait for another three-plus years to discuss the relevant issues that affect the way we deploy and sustain forces not only in this theater, but around the globe."

During the closing ceremony on Friday, D'Angelo thanked all the attendees for their contributions and promised that this would mark the beginning of increased cooperation and sharing of information to insure the relevancy of theater deployment and distribution processes. "We have listened and together with your support we will give the warfighter what he needs, when he needs it."

In total, some 20 different activities/commands were involved in the conference which included participants from all of the components,

NATO partners, as well as representatives from the commercial industry who are critical to the success of any theater deployment and distribution strategy/program. D'Angelo and Stanley both expressed their gratitude and pledged their commands' support to use these annual conferences as a springboard to improve support to the warfighter.

Keynote addresses, panel and working group briefings are available on the workshop website:

<http://cidss2.sddc.army.mil/598thworkshop.nsf> 



**Naha Military Port Firefighters evaluate a casualty, Mr. Jun Shimabukuro, 835th Transportation Battalion Terminal Operations Division, and prepare to evacuate him to the triage site during the Anti-Terrorism/Force Protection exercise. (Photo courtesy of the 835th Transportation Battalion)**

## 835th Transportation Battalion participates in Anti-Terrorism/Force Protection Exercise


**T**he 835th Transportation Battalion, with the support of U.S. Army Garrison, Japan and 10th Area Support Group, conducted a capstone Anti-Terrorism/Force Protection Exercise Sept. 21 at Naha Military Port, Okinawa, Japan.

The exercise was a culmination of months of training and included participants from all activities and units on Naha Military Port as well as the Army on Okinawa Fire Chief, Torii Station Provost Marshal's Office, and the Camp Kinser Marine Corps

Base PMO.

The Marine Corps Base Fire Chief, Naha City Fire Department, Japanese Ground Self Defense Force, and Japanese Air Self Defense Force personnel observed the exercise and plan on participating in the future, as they are emergency response options for Naha Military Port.

Observer Controllers for the exercise, including 1st of the 1st Special Forces medics, 10th ASG Anti-Terrorism personnel, and the Okinawa Marine Corps Base Anti-Terrorism

Officer, evaluated and tested Naha Military Port personnel and emergency responders on bomb threat reporting, general threat awareness, building evacuation procedures, command and control, emergency response, and casualty evaluation and evacuation. The exercise aided in enhancing installation awareness and crisis management, as well as strengthening relationships with local national emergency responders. 

## **HURRICANE**

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*Continued from page 14*

storm.

Although the conference focused on hurricane relief, Whitehurst points out that ships could respond to other types of disasters such as earthquakes or terrorist attacks in the United States or possibly even in neighboring countries.

All attendees agreed that this opening dialog still leaves a lot of major questions unanswered, including optimum numbers and types of vessels, their configuration, the appropriate cargo mix, and who would own, manage and pay for the vessels and supplies.

"This is not a panacea and doesn't replace flying or trucking in relief supplies," McMahon said. "But this is a very good conversation, and it will open other conversations with people who can bring the resources to bear."

Whitehurst soon will publish the proceedings from the conference and plans to hold a second conference in the coming months to begin addressing some of the unanswered questions.

Michael Lowder from the Federal Emergency Management Agency was cautiously optimistic about the idea.

"I like the concept," he said. "I think it's certainly worth more investigation."

Whitehurst remains confident that his concept will one day become reality. He said he hopes to conduct a small-scale demonstration so that decision-makers will see that although the sea can bring destruction, it can also serve as a valuable and viable avenue for relief.

"I'm glad that the experts here are seeing the same problems and agreeing on the same concept," he said. "(Hurricane relief from the sea) just makes sense."

The Strom Thurmond

Institute of Government and Public Affairs is a nonprofit, nonpartisan organization that conducts applied research and enhances civic awareness in public policy areas at the local, state, regional and national levels. Ⓐ

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## **BRIGHT STAR**

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*Continued from page 11*

One of the key personnel who routinely orders services during this operation is Christopher Cole, contract officer representative for the 839th Transportation Battalion.

One of Cole's main contracting functions is to negotiate with the Egyptian authorities on costs associated with hiring Egyptian transportation related services.

You can find him most of the time with the Egyptian Brig. Gen. Abuyazeed, head of Alexandria's port authority. Gen. Abuyazeed is the main Egyptian point of contact for all that happens in the port.

Salih Kuzu from the 839th Transportation Battalion's Turkey Detachment is fluent in the Arabic language and can be found translating for Cole most of the time when negotiating contracts with the Egyptian authorities.

During redeployment operations, meetings with Cole and Brig. Gen. Abuyazeed took place in the evening hours due to Ramadan which started early October, "this made for some very long days," Cole said.

"Negotiating all of the time really changed my view on operating when deployed. I want the battalion to get the best possible deal within the given contract," said Cole. "Sometimes it is easy and sometimes it can be rough; this is a great learning experience for me."

Contact between the Egyptians, host of this operation, and the U.S. Army is very intensive and beneficial for both parties. The Egyptians get a chance to practice

their war fighting skills within a multinational force while the Americans practice rapid deployment and redeployment in a multinational expeditionary environment.

The 839th Transportation Battalion views this exercise as part of Army transformation in action. "In the past Bright Star exercises stretched over as much as a four month period, during this years operation we no sooner finished deployment when cargo began arriving for redeployment, a great training opportunity," Sullivan said. Ⓐ

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## **WIFI**

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*Continued from page 17*

data back to WPS automatically and allows the checker to carry on in RF mode.

"If we can solve documentation problems while we are outside dealing with the equipment," said Easton, "then there are fewer pieces of cargo that have to go to a 'frustrate yard' – that's where you put your problem children for further research. Part of the job is to solve as many problems as you can here at the cargo, without having to put it in the frustrate yard, which, of course, costs dollars."

Back at the TMD office, Kyle Lee, a traffic management specialist with the 842nd Transportation Battalion, was optimistic about how the new system would work as he sat at his computer terminal and opened a hatch list – a list showing, for each hold section of a cargo ship, a description of the items stowed, their volume and weight, the consignee of each, and the total volume and weight of materiel in the hold.

"If we get real-time numbers out of this, this is good, but this is only the first full day using the system with a vessel – check with me after lunch," Lee said. He scrolled



down the screen and nodded, liking what he was seeing. "The scanners have not been brought in for upload, but this list has already been updated – this is good."

After the test was completed, Lee gave the CAISI/handheld scanners tandem a thumbs-up, noting that it was the first test, and that SDDC personnel would have a better feel for what the system could do with additional missions under their belts.

"So far, I am satisfied they will provide a real-time numbers update to WPS," said Lee. "I see an added advantage for our Vessels Section (stow planners) in that they can pull updates from WPS into ICODES (the Integrated Computerized Deployment System) more quickly. This allows them to stow the vessel as the mission progresses. This is good. The real-time updates at least provide an opportunity for us to stay even with the operation, if not actually work ahead. I think we have a good thing going here."

Gloria Barnes, the WPS system administrator with the 842nd Transportation Battalion, had no reservations about the system.

"CAISI?" said Barnes. "I love it. We don't have to upload scanners, so we have more real-time data. Before, we would see near-real-time data because we would upload the scanners a couple times a day, at lunch and dinner when the stevedores took a break. CAISI is better for stow planners, better for staging. It makes manifesting easier, reconciling easier, it makes everything easier. It gives better in-transit visibility, even down to stow locations on a ship or staging locations on the port."

Whalen said the SDDC selected CAISI in large part because it enables a WiFi capability in a port setting. This is a critical first step toward building a BCS3-based (Battle Command Sustainment Support System-3) 'digital dashboard,' which

Whalen said is the vision of Maj. Gen. Charles W. Fletcher, Jr., commander of the SDDC.

"From my dealings with Maj. Gen. Fletcher," said Whalen, "he envisions that the logistician should see things as the warfighter does. He calls it his BCS3-based dashboard."

This dashboard, explained Whalen, would allow logisticians every step along the way to 'drill down' at their laptop computer and see where pieces of cargo are in the supply chain. This would be possible with the near-real-time wireless exchange of data with WPS that CAISI allows, and provide port commanders with more timely information about the progress of an exercise.

"I shouldn't need to wait until it gets to Beaumont to see a piece of equipment in the supply chain," said Whalen. "I should see it in Ft. Hood, and see it all the way through the system. I don't want the warfighter in Ft.

Hood to have to worry about it – he has other things to worry about, like fighting the battles. Right now, we have liaisons from Ft. Hood here watching over things. We could avoid them feeling they have to be here if we could give them the vision that gives them the confidence where their materiel is."

### **CAISI is a standard, accredited Army system**

Army officials said they saw several advantages to the CAISI solution versus other COTS solutions, starting with cost – they said the cost of the current implementation at the port of Beaumont was \$55,000, less than a third of what other commercial alternatives could have cost.

"CAISI is very cost-effective compared to other means to get this done at Beaumont," said Whalen. "We get a lot of bang for our buck."



## **598th Transportation Group receives Meritorious Unit Citation**

Maj. Gen. Charles W. Fletcher, Jr., commander of the Military Surface Deployment and Distribution Command, awarded the 598th Transportation Group a Meritorious Unit Citation at the EUCOM J4/SDDC 598th Deployment and Distribution Workshop in Sonthofen, Germany.

The 598th received this honor for their participation in Operation Iraqi Freedom from 2002 to 2004.

Fletcher emphasized the importance of the 598th's role in Operations Iraqi and Enduring Freedom. "The 598th Transportation Group truly excelled in moving the defenders of peace, operating deployments from beginning to end with simultaneous operations in the EUCOM and the CENTCOM area," Fletcher said.

Col. Gary R. Stanley, commander of the 598th, was honored and proud to receive this citation.

"This is a great moment for the 598th Transportation Group," Stanley said. "Col. Victoria Leignadier, commander at the time, started the operations to safely and rapidly get material on the ground. Successfully executing OEF and OIF operations could not have happened without the personnel from the 598th who made lots of personal sacrifices in this period." (Photo by Bram de Jong)



## WORKSHOP

*Continued from page 28*

the progress and locations of cargo such as SDDC's pipeline asset tracking tool (PAT), the redeployment tracking tool (Criss-Cross), IRRIS (Intelligent Road and Rail Information System) and IntelliTrans. Safety Net, a web-based document management retrieval system, was demonstrated for those shipping exceptional Hazmat cargo to help users select correct authorization documents.

Capt. Bob Marcinek, USN, SDDC's Chief Information Officer, provided a snapshot into the future on what SDDC is doing with systems to make things better for the user in the field. For example, he shared with the audience a recent test at the Port of Beaumont called the Beaumont wireless initiative.

"The beauty of it is if I am the commander I get to see what is going on at my port on my desk top in near real time," said Marcinek. "It's all about this ballet going on from the fort to the port to the vessel and looking to extend the view from the operator in the port to the commander's desk. That's the beauty of this new technology."

"After four years, this was a learning curve for us," said Young. "We will take this and build upon it. Their input helps us understand what they go through and helps us make this a better process." 🌐

## CONTAINER

*Continued from page 29*

tion," Anderson said. "But the whole process is really one of managing materiel and storage rather than managing movement, and that requires the efforts of many agencies, including shippers, ocean carriers, theater logisticians, and the war fighting units." "The 184th began by creating a database of containers, which was eventually merged into the Container

Management Support Tool, an SDDC product designed specifically for tracking the boxes, Edwards said.

The unit worked closely with the Coalition Forces Land Component Command and Multi-National Force—Iraq, the Combined Joint Task Force 76 in Afghanistan, and other logistics professionals to produce results.

"They had a multiplier effect in the end," Anderson said. "By the time the unit redeployed, detention charges had been reduced by over one-third."

The unit's accomplishments are especially extraordinary given the challenging conditions, Anderson said.

"In a hostile environment, container management is sometimes a lower priority than other critical mission items," he said. "It's to their credit that they could get visibility over the issue and work with people to make substantive changes in the way they do business."

Even though most of the unit's Soldiers have returned home to Laurel, Miss., other members of the

184th Transportation Command Element have deployed to take their place.

Anderson said that is good news for the container management mission.

"They have the right mix of calm and aggressiveness to make a difference," he said. "The unit had no experience and no model to follow, but they used a quiet persistence and an ability to work with people to create an operation in the whole theater that provided visibility and accountability of assets in a highly charged environment."

The container management mission reflects the Military Surface Deployment and Distribution Command's expanded role from traffic management to end-to-end surface distribution.

Deploying a container management element was part of an overall strategy to reduce detention fees, including purchasing containers for use within the theater and transloading supplies from carrier-provided containers into government-owned containers. 🌐



**Sharon Schutter, SDDC's Combined Federal Campaign chairperson, and Maj. Gen. Charles W. Fletcher, Jr., commander, accept a CFC award on behalf of SDDC from Francis J. Harvey, Secretary of the Army. SDDC exceeded its 2005 campaign goal, and Schutter was recognized for her outstanding leadership. (Photo by Mitch Chandran)**



# WARRIOR'S CORNER

Command Sgt. Maj. Tomás R. Hawkins  
Command Sergeant Major, HQ SDDC

Let me join the many in welcoming you to 2006. With the coming of a new year comes the expectations of taking the lessons learned in 2005 and using them to be successful in future similar situations and challenges. Change is something else that comes with a new year. In some of the things we do and some of the people we have to do them, all will be effected by change.

I believe that regardless of the changes that will occur, we need to stay focused on doing the best we can with what and who we have for as long as we are here. You can't fight things like technology, opportunities for improvement or advancement, or even retirement. These are variables that are constant and unavoidable. In them we must be able to accept and embrace them as good things - for one day we will also fall victim to them.

It is said, "If it doesn't kill you, it will make you stronger." There will be events that will take place during this year that will make this statement true. Every one of us will be placed in situations where we will have to step up to the plate and take our swings at the challenge. Even if we strike out, the experience will be key when we get another chance at it. Who knows - you may even hit a Home Run!!

Join me and let's face whatever 2006 has to offer. We'll stand tall, arm in arm with an attitude and determination that we can't be stopped .... WE WON'T BE STOPPED!! Watch out 2006 - here we come!! 🇺🇸

Until Next Time - *"Let's Roll"*



**Maj. Gen. Charles W. Fletcher, Jr. and Command Sgt. Maj. Tomás Hawkins pose for the camera sporting their new SDDC tattoos.**

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